

CHOWDER

Thackeray's description of bouillabaisse literally makes your mouth water. Bouillabaisse is the fish stew so highly esteemed in the south of France. The kettle in which it is made is called a "chaudiere," from which is derived our word, chowder. Piquant with the tang of the sea and seasoned to perfection, CHILDS clam chowder is the epicure's delight.

Also, delicious fish cakes with rich tomato sauce—every Friday.



FACTORS

IT IS THE UNDERSTANDING OF FINCHLEY THAT SERVICE INVOLVES MORE THAN SUPPLYING A GARMENT OF AGREEABLE PATTERN AND QUALITY. FITTING AND COURTESY ARE PRIME TRADING FACTORS IN THIS ESTABLISHMENT.

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LIKENS PROFITEERS TO BAND OF ROBBERS

Senator Kenyon Says Greed Is Rampant and Is Making Bolsheviks.

JOHNSON ALSO ATTACKS

Both Protest That Steering Committee Buries Bills Aiming at Relief.

WASHINGTON, May 19.—Senator Johnson (Cal.) issued today a defiance to the Republican steering committee of the Senate and announced that he should at the proper time move to bring up the Johnson-Nolan bill fixing a minimum wage for Government employees. Senator Kenyon (Iowa) started the attack on the steering committee and precipitated a general discussion of profiteering and the high cost of living by protesting that the bill to regulate the meat packers, though reported from committee as long ago as February 4, was denied a place in the legislative programme, while the merchant marine bill, which was reported only on May 4, even now was before the Senate as unfinished business. He charged discrimination against certain measures. "I recognize the right of no small group of Senators, when bills have been reported, to decide that certain ones shall not be considered. This bill is the only one which proposes any effort at reduction of the excessive costs of living."

Kenyon's Bill Picketed.

Senator Johnson asked about the Johnson-Nolan bill. "Has it, too, been picketed by the Steering Committee?" he demanded. "That bill was reported from the Labor Committee, and at the time I doubted if it would ever see the light of day," replied Senator Kenyon. "Like the packer bill, it is never denied a place in the legislative programme. The Steering Committee merely never reaches it."

Senator Sherman (Ill.) observed that the packer measure had been around for three or four years; "at least its disembodied spirit has been wandering about," he said, and he added that if it was to pass at all it would not be till after there had been ample discussion. Senator Kenyon then turned to a consideration of profiteering, paying his compliments to Senator Walsh (Mass.) for the courageous speech he had made the day before.

"There is one phase of the high cost of living that can be remedied, and that is profiteering," said Mr. Kenyon. "I believe it is safe to say that nearly one-half of the increased cost of living is due to profiteering. The people are tired of it. They are cursing the profiteer; they are damning Congress because it does not do something, and there is a spirit of hate developing in this country that is ominous. "Is it any wonder there is discord, unrest, discontent among the people, when they observe the shrinking purchasing power of their earnings; when they read of the tremendous profit that profiteers have gathered to themselves during and since the war, and with what unctious they wrap the flag about them and denounce every one who questions their right to rob the American people as Bolsheviks, pro-Germans and creators of unrest?"

He Warns the Profiteers.

"These gentlemen who seem to think the right of plunder belongs to them and

that the American people are the legitimate objects of their plunder would better wake up. They would better not sleep on while the ominous rumbling of the oncoming storm can be heard by all except themselves. To me it is amazing that men seem to believe they can continue to plunder and despoil the great American people and get by with it. They are likewise the most harmful and are producing more Bolsheviks in this country than all the Bolshevik propaganda could do. They are making people hate their Government, and today the profiteering of the patrioters is the real menace of the nation, the greatest national crime.

"Out of this war has come the demon of greed. This is evidenced by blue-sky promotions going on all over the country—stocks representing nothing but wind. In all the towns of the country can be found smooth gentlemen selling these stocks to the unsophisticated, and aided in so doing by some of the prominent citizens of the community. The people of my State, it has been estimated have been robbed of at least \$200,000,000 in sky-blue promotions. I assume the same ratio holds in other States. Some of these robbers are leaders in the community—some of them leaders in churches—loaning their names to such schemes and helping in the wholesale robbing of the people.

Grading the Offenders.

"Compared to the patrioters and the blue sky plunger the highway robber is a Christian gentleman, and compared to men occupying high positions in churches and communities who pray with their mouths and profiteer with their hands the holdup man is entitled to a high seat in the synagogue.

"Greed is the curse of the American people. Nearly every one seems to be trying to get while the getting is good. The fall is too good for the profiteer who is robbing his fellow man, but even jail sentences are novelties. There have been speeches made on this floor and otherwise on profiteering, and of course speeches cannot solve the question, but they may help to arouse public conscience, and public conscience once aroused will brook no further trifling with this subject.

Senator Kenyon quoted from W. Jett Lauck, economist of the railroad brotherhoods, from the reports of the Federal Trade Commission, from speeches by Senator Capper and from testimony before Senate committees to show the huge profits earned by manufacturers and dealers in clothing and other necessities. Continuing, he said:

"The things that the average everyday people have to buy, clothing, shoes, food and other necessities—things that enter into their everyday existence—everything has been the victim through which the robber profiteers have been adding more to their already swollen incomes. It is undoubtedly a matter of proof that the average American family of five persons during the years 1916 and 1918 has been fleeced out of at least \$800 a year in corporate profiteering in the things such a family must have. And yet certain people wonder that there is unrest in this country. It is hard to speak with moderation of the coal profiteers. If there is not a hell there ought to be one for these men. The profiteering in petroleum is almost beyond the wildest dream of imagination.

"Congress supposed it had given enough law to the Attorney-General to make effective a campaign against profiteering. If the law is not sufficient there is no question that Congress will enact more law, but law is not sufficient to curb human greed. The public conscience and spirit of America must awaken. Communities and individuals must assist in a general campaign against the profiteers. Why not organize anti-profiteering societies in the various communities of the United States and make public the doings of certain distinguished citizens who are robbing the community? If the remedy calls for sacrifice, let us make the sacrifice. If it calls for drastic action, let drastic action come."

EMPTY BOX CARS ARE RUSHED WEST

Continued from First Page.

are running down to 40 per cent. in many regions.

Boston shows no improvement and record prices are being paid for small quantities of steam coal to piece out the supply. The failure of the railroads to relieve the congestion is blamed. So far as can be ascertained none of the larger plants has been compelled to close down, but many will do so before the month is out. There are numerous small factories idle throughout New England solely because of lack of fuel.

Many industries in Buffalo have closed down. Railroad switchmen have refused to return to work and decreased working forces have resulted in a great scarcity of empty cars. Coal is selling at an abnormally high price.

From Detroit word comes that the public utility companies in many Michigan cities are facing serious conditions because no coal has been received. Production in Pittsburg is severely held down by lack of cars and the price of coal has risen. Some idea of the state of the mining industry is shown by the report that one company, with a daily capacity of 8,000 tons, had received only eighteen empty cars in two weeks.

Coal Prices Advancing.

Columbus reports congestion becoming greater on all coal carrying roads and the car supply at the mines reduced, with production necessarily stopping to low levels. Demands for all grades of coal is strong and prices advancing rapidly.

From the coal fields of Virginia, West Virginia and Northeastern Kentucky improvement in the transportation situation is reported very gradual and the assignment of cars continues to hold back shipments of commercial fuel. A decrease in production is noted.

The transportation situation in Cincinnati is said to have become "very serious." Demand for coal is growing daily and prices are soaring. Industries are closing down and the embargoes still hold.

In the Superior-Duluth district, the fuel situation threatens a general tieup of all industry unless movement west from the Lake Erie docks is increased in the near future. Few cargoes have been unloaded since the opening of lake navigation April 21.

Chicago business is almost at a standstill as a result of the continued switchmen's strike. Little coal is coming into the city, prices advance and there is prospect of a complete tieup within 60 days.

Frank Burns, vice-president of Burns Brothers, coal merchants, said his firm has difficulty in filling its orders, and although this is the time manufacturing houses ordinarily lay in their coal supply for next winter, the freight tieup prevents coal handlers from delivering more than one or two weeks' supply.

The price of coal has risen because of the increased cost of shipping. Mr. Burns said. Owing to the harbor strike, independent towboat owners are charging anywhere from \$25 to \$50 to bring one float with a cargo of 500 tons from South Amboy to Manhattan.

A representative of the Pennsylvania Railroad said man shortage is now more pressing than car shortage. The roads cannot get men to move their cars out of the terminals. He said he did not think the war measures, which it has been proposed to reinforce during the emergency, would affect passenger service.

The National Lead Company reported it had received telegrams from its factories which indicate that many of them will be forced to shut down unless supplies of tin are received without delay. This would throw thousands of men out of work, an official of the company said.

U. S. TO USE BILLION IN GRAIN FINANCING

High Officials Decide on a Scheme for Solving Crop Moving Problem.

\$30,000,000 BILL PASSED

Congress Authorizes Fund for Purchase of Farm Land Bank Securities.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, May 19.—A plan to use a billion dollar revolving fund to finance the grain products of the country, and actual authorization by Congress of a \$30,000,000 fund to purchase farm land bank securities, were the net results of a conference to end the grain congestion held here today by Julius Barnes, director of the United States Grain Corporation, with heads of Government departments and of Congressional committees.

The conference was called by Mr. Barnes to evolve methods of financing the grain crop, which is jammed in the middle West, unable to move on account of the transportation tieup, and to work out a new plan which shall be substituted for the policy of "hedging" which is being abolished by the grain trade because conditions have become too hazardous to permit its use.

Plenty of Food in West.

The conference revolved about the startling situation presented a few days ago by representatives of the middle West who called attention to the fact that while the East is paying exorbitant prices for food the West is filled with food which is unable to move. The transportation situation was described as the most potent cause of a situation which not only increases the cost of living generally, but threatens financial disaster because the Federal Reserve banks are glutted with grain paper which they are unable to liquidate.

Quick action in Congress followed presentation of the facts. Senator Gronna, North Dakota, to avoid delay in conference, promptly substituted the House bill just passed authorizing the Secretary of the Treasury to purchase farm land bank securities to the amount of \$30,000,000 for his own bill authorizing the use of \$60,000,000 for the same purpose, and promptly obtained its passage. The bill is now ready to go to the President for signature.

Secretary of the Treasury Houston and W. P. G. Harding, Governor of the Federal Reserve Board, were requested to devise methods of financing the grain crops of the country, and the Interstate Commerce Commission was urged to intensify its efforts to secure empty box car equipment for the transportation of Western grain products to the East. The conference was attended by Chairman Gronna and Haugen (Iowa) of the Senate and House Committees of Agriculture; Secretary Houston, Gov. Harding, Clyde B. Aitchison of the Interstate Commerce Commission, and by representatives of business interests from the Middle West.

To Use Billion Dollar Fund.

In order to meet the situation and preliminary to the plans that may be suggested by Secretary Houston and Gov. Harding, Senator Gronna will in-

roduce a bill providing that the billion dollar guaranty fund of the Grain Corporation be used as a revolving fund to be placed under the authorization of the Secretary of the Treasury for distribution among the different Federal Reserve banks. Senator Gronna believes this fund, together with the \$30,000,000 fund provided for the purchase of land bank securities, will solve the question so far as financing the crop movements is concerned, while the question of transportation will have to be handled by the Interstate Commerce Commission.

An alarming account of grain congestion in the Northwest, resulting in high prices for food in the East, due to lack of transportation, was pictured to the conference.

On May 1, according to an authoritative report, the estimated amount of grain in 4,900 elevators in Minnesota, North and South Dakota was 29,350,000 bushels, valued at \$46,000,000. Throughout this same territory there is still on the farms to be sold 48,000,000 bushels

of grain valued at approximately \$100,000,000. On May 12, 1920, there was on hand in Minneapolis public and private elevators 14,533,119 bushels, valued at \$24,000,000. In addition there was on hand awaiting shipment by Minneapolis flour mills grain products valued at \$23,000,000 and in flour mills located outside of Minneapolis and Duluth but in Minnesota and the two Dakotas grain products valued at \$20,000,000. All this approximated a total value of grain and grain products of \$243,000,000.

In order to handle this product \$5,000 box cars are required, which the Interstate Commerce Commission is sending westward as fast as they can be assembled.

Reports from other Western grain growing States like Kansas were of a similar tenor, and they showed that the Federal Reserve banks in Minneapolis and Kansas City are loaded with grain paper. The Minneapolis bank alone has \$8,000,000 of this paper outstanding, compared with \$2,000,000 a year ago.

Sure Relief BELL-ANS FOR INDIGESTION 6 BELL-ANS Hot water Sure Relief BELL-ANS FOR INDIGESTION

An advertisement in the Lost and Found columns of THE SUN AND NEW YORK HERALD offers a real possibility of recovering your lost property.

Twenty Years of Fifth Avenue Banking Among the earliest of the institutions rendering banking and trust service uptown was the Fifth Avenue Office of the Guaranty Trust Company of New York. This office, then the Fifth Avenue Trust Company, began business at Fifth Avenue and 43rd Street in 1898—the year of the Spanish-American War. Among its trustees were men of prominence in the finance and business of that period and of today. The deposits of this earlier office were small, comparatively. The staff of officers and employees numbered, at the beginning, only about fifteen persons. From this beginning, the deposits of the Fifth Avenue Office have increased more than fifty-fold. Its staff now includes more than two hundred and fifty people. Its equipment and the scope of its facilities have correspondingly expanded. Next Monday, May 24th, the Fifth Avenue Office moves into its new quarters at the southwest corner of Fifth Avenue and 44th Street. This removal marks a growth which is typical of the development of the Fifth Avenue section. The new banking offices, occupying a space many times larger than the original establishment, will afford every feature of service and equipment which the most advanced standards of banking can provide. Fifth Avenue Office Guaranty Trust Company of New York Guaranty Safe Deposit Company

French Underwear "The Trousseau House of America" should present the newest and most exclusive underwear and lingerie from Paris. Among the many exquisite items will be found dainty underwear fashioned in linen, chiffon, nainsook and crepe de chine, hand-embroidered and trimmed with real lace—charming negligees in chiffon, georgette, charmeuse and crepe de chine. The prices, we might add, are really moderate. GRANDE MAISON DE BLANC Inc. FIFTH AVENUE, 44th and 45th Streets

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